

Daily Astorian.

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THE REVOLUTION IN RAILWAY TRANSPORTATION.

The Engineering News in its issue of October 24, last, has a very important article upon the superseding of inland waterway transportation by cheap railway transportation. The immediate subject that called forth the article was the monster type of engine recently adopted by the Illinois Central Railroad and which has enabled that road to compete successfully with river transportation. We quote a few extracts from the article in question as follows:

This locomotive is built to haul solid trains of 2000 tons of paying load. We have steadily pointed out to our readers how the steady growth in the power of locomotives and the weight of trains has reduced the cost of moving freight by rail. The first triumph of the locomotive was as a carrier of passenger traffic. There were railway managers in the early days of the railway era who contended that only high-class freight could be economically hauled by rail. To this day, in England and on the continent of Europe the inland waterways are able to carry freight as cheaply or more cheaply than competing railway lines. American railways, however, have developed far beyond those of any other country, and American railway managers have proved to the world that with the steel rail for a roadway, and steam for a motive power, freight can be moved far more cheaply than in any artificial waterway or river channel. Unfortunately this fact is not as yet clearly understood, save by the few who are conversant with recent progress in the railway field.

Now let us make some estimate of the actual cost of moving bulk freight over long distances in 2000-ton train loads:

LOCOMOTIVE EXPENSES.	
	Cts. per train mile.
Fuel	15
Locomotive repairs	8
Water, oil, waste, etc.	10
Engine crew, wages, etc.	10
Interest, depreciation on locomotive ..	40
.....	40
Estimate of total cost of movement of long-haul freight in 2000-ton train load (excluding terminal expenses) ..	120
	Cts. per train mile.
Locomotive expenses	40
Car rentals and train expenses	45
Stations, station service, signals, etc.	12
Add 50 per cent for empty car movement (excluding car rentals) ..	32
Maintenance of way and structure ..	25
Interest on cost of road	25
Total	200

It is possible to move bulk freight by rail on low grade roads at a total cost of one mill per ton-mile and this cost, it will be noted, includes the interest on the cost of the railway and rolling stock.

We have omitted entirely the matter of terminal charges for the reason that to include them is always misleading in any comparison based on the ton-mile rate. Moreover in comparing rail and water transportation, it must be remembered that each alike is subject to terminal charges. In general it can be said that terminals for railways are cheaper than those for waterways. Water front improvements are of necessity expensive, both in first cost and cost of improvements, while rail freight can be delivered wherever a spur track can be run.

We have shown that the railway can carry freight at less cost than any inland waterway, river or canal. The attempts to revive water transportation in the face of rail competition are doomed, therefore, to only a temporary success at best. In the end the law of the "survival of the fittest" will prevail, and it will never be the steel rail way that will be given up.

Besides this, it is against the public interest that traffic should be diverted from the railways. The right of the government to fix and regulate railway rates has been fully established. The proper method to regulate railway rates is not to create competition by parallel inland water routes, but by the exercise of this government control. Diversion of traffic to waterways means higher rates for freight moved by rail, since the cost has to be born by a smaller volume of traffic.

If New York would retain its position in the export trade, it must concentrate its energies upon the question of reducing the cost of handling freight at its terminals, so that it may bear comparison with the cost at terminals built on cheap land at competing ports.

The editors of the Engineering News, the leading journal of its kind in America, can hardly be called visionary Astorians, or partial to this town. Their

Judgment is impartial and the experience of the great eastern railways in cheap transportation by rail is worth more than the theories of O. R. & N. officials, or even of that great railway authority, the Oregonian.

American railway managers (except the Oregonian) have proved to the world (Portland excepted) that with steel rails and steam, freight can be moved far more cheaply than in any artificial waterway or river channel. Unfortunately (for the producers of Eastern Oregon and Washington) this fact is not as yet fully understood (by the Oregonian and the O. R. & N. officials) save by the few who are familiar with recent progress in the railway field.

One mill per ton per mile, 11 cents per ton from Portland to Astoria!

The attempt (of the Oregonian and O. R. & N. officials) to revive water transportation in place of rail transportation is doomed to only a temporary success. In the end the law of the "survival of the fittest" will prevail and it will not be the steel railway (from Portland to Astoria, or from Seattle and Tacoma to Astoria) that will be given up. Hill and Melien are substituting the obsolete inland water route of the Sound, and Mohler the Columbia river obsolete inland water route, for the steel rail route. Both are running counter to all the advance of transportation methods of the rest of the United States. Hill does so because his northern road is unfortunately cut off from access to the coast. Melien does so because his system has an aching void from Pasco to Portland. Mohler does so because there is an aching void in that molar from Portland to Astoria.

Any one of these systems (we say it advisedly) would gladly make Astoria the terminal if that system had not such an unfortunate gap between itself and Astoria. This broken up condition of each system, as regards access to Astoria, is why each of them is fighting against the law of railway progress. Now they are trying to break up the A. & C. railway and use it to fill the aching void. In truth it is a question whether Hammond's ownership is helpful to Astoria if it prevents these systems from securing a through route to the coast. Hill and Melien, perhaps despairing of this, have been investing heavily in Seattle terminals. The O. R. & N. Company, without any deep water terminals, is now fighting hard to force an A. & C. receivership and secure control. The situation of that company, in view of the deep water and deep draft terminals of the other roads, is desperate. It cannot be endured much longer, and the fight to a finish is now on. If the intention of the O. R. & N. Company is to fall in line with railway progress, and move its terminals down to deep water at the coast, the people of Astoria will wish that company all success.

Finally, if the O. R. & N. Company would retain its position in the export trade, it must concentrate its energies upon the question of reducing the cost of handling freight at its terminals. It must have terminals of great convenience at low cost. These it cannot secure in cramped and costly Portland. It can secure them at the ample and cheap Astoria water fronts. As costs of main line transportation per ton-mile decrease, terminal costs assume greater relative importance. This law will bear very hard against the Great Northern at Seattle and the Northern Pacific at Tacoma. The larger the town, the more expensive the first cost.

The Best Food for Infants

Nature planned that infants should have only milk for at least the first year of life. But thin milk, skimmed milk, will not nourish. It's the milk that is rich in cream, or fat, that does the work. This is because fat is positively necessary for the growing body.

Scott's Emulsion

contains the best fat, in the form of Cod-Liver Oil, for all delicate children.

They thrive greatly under its use. Soon they weigh more, eat more, play better and look better. It's just the right addition to their regular food. The hypophosphites of lime and soda in it are necessary to the growth and formation of bone and teeth.

At all druggists; 50c. and \$1.00. SCOTT & BOWNE, Chemists, New York.

and the cost of extensions; the higher the assessments and taxes. As in the case of railway shops, the heart of a great and growing town is the worst possible place. The million dollars each road has placed already on its terminals will give a continuing charge against its freight, a charge growing relatively greater as rates per ton-mile decrease. The O. R. & N. Company has a chance to avoid much of this burden by securing cheap Astoria terminals.

HOW A NICKEL IS DIVIDED.

At the Fifteenth-street power house, recently at the first meeting of the Metropolitan Street Railway Association since the threatened strike, says the New York Tribune, President Vreeland delivered an address to his men concerning railroad management and operation, in which occurred an interesting history of a nickel.

To the minds of people like us, engaged in a business, the financial foundation of which is a five cent piece, the mention of millions of dollars really conveys only a dim idea. There is a certain point at which the mind loses grasp of the significance of figures; it's like talking of the vast interstellar spaces. We know they are great, and we let it go at that. When it comes to five cents, though, that is right in our line, and in order to bring within the understanding of every one just how each five cent piece you men collect is divided, I have made the following analysis from the company's records to show where we stand with the capitalists who own the property we operate. You will observe that they do not get much the best of us on the divide, for this is how the nickel is distributed:

Labor0195
Material0485
Taxes0255
Interest0145
.....	.0411
Leaving for stockholders0698
.....	.0500

The fact that less than seven-tenths of one cent out of every fare goes to the owners—in other words, the stockholders of the property—will, I doubt not, be interesting to a great many public instructors, who continually discuss the railroad business as one where there is nothing but income to embarrass the management.

Another interesting fact was developed in this investigation of mine, and that was out of every dollar spent in operating the Metropolitan system 80 cents went for wages and only 20 cents for material.

GIRLS, KEEP YOUNG.

Though Hard to Believe, Youth Is the Best Time of Life.

Pittsburg Dispatch.
"Mother wants to keep me a baby until I am 20," pouted a girl of 14, whose wise mother wanted to have her retain the loosely flowing locks and the youthful simple garments suitable to her years for a couple of years longer. This complaint, is very frequently heard coming from the lips of maidens who are to be envied owing to their adorable youth, the very thing they despise. The rosy flush, the slight figure, the clear eyes will never belong to them but once. Once only can a woman be young. She may in time be a glorified saint, but she will never again be a girl. Do not forget this, oh ye young ones so anxious to put behind you the one period of your existence when the sun shines as it never will again, and when the birds sing with a sweeter meaning than will be heard when the morning has passed and high noon with the greater heat and pressure of the burdens of life has rushed upon you. Isn't every young thing sweeter and purer than the world-hardened, older ones of the same species? Look at the lambs at play, note the tender green leaves that shoot out in their innocent verdure from the old winter-seasoned branches. Kittens and chicks and young birds are the most appealing creatures, and when one comes to babies there never can be, in all this lovely world, anything quite so sweet and lovable as a dear little, dimpled, cooing baby.

Therefore, girls, stay young. You may have to bear some inconveniences of restraint owing to your extreme youth, but the time will come when you will long for these incidents of the youthfulness that will have passed away from you forever.

THE LOUVRE.

Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amuse Sisters' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours.

FINE OPENING.

The North Pacific Dental College, whose advertisement appears in another column, opened its doors October 5, with 75 students on its roster. The college is well equipped with every facility to graduate students in all the late knowledge of dentistry. A. R. Baker, D.D.S., is demonstrator in charge, and is well qualified to instruct all students who attend this college.

MEALS LIKE AT HOME.

When you are in Portland and want a really good home meal, just give Mr. Brown a trial, 108 Fourth St., near Washington. You will like it surely. This restaurant is open all night.

NO MORE BACK ACHE
NO MORE KIDNEY TROUBLES
OREGON KIDNEY TEA
GRAVEL, CONSTIPATION, INFLAMMATION OF BLADDER, AND ALL KIDNEY DISEASES.

Purifies the blood by eliminating all poisonous matter, stimulating the secretions, regulating the bowels and aiding nature in throwing off that which makes a yellow skin. The effect on the complexion is quite pronounced, as a few days' use will demonstrate.

NOTICE OF REPUBLICAN PRIMARY CITY ELECTION.

Notice is hereby given that there will be a republican primary city election on the 17th day of November, 1899, for the purpose of electing delegates to the republican city convention. The judges and polling places of said election to be as follows, to wit:

First ward—Judges, Charles S. Wright, Martin Johnson and A. C. Fisher; polling place at county court house.

Second ward—Judges, D. H. Welch, Walter Robb and R. Carruthers; polling place, Welch block.

Third ward—Judges, S. Cornelius, C. Grams and Maxwell Young; polling place, old school house.

The number of delegates to be elected at said election being 11 from each ward. It is recommended by the republican city central committee that said convention be held on the 21st day of November, 1899.

Said primary election to be held between the hours of 1 p. m. and 4 p. m. of said date.

JOHAN E. YOUNG, Chairman, Republican City Central Committee.

F. P. LEINENWEBER, Secretary.

FOR SALE.

Improved ranch, consisting of 120 acres on Young's river, apply to John L. Haythorn, Wise, Or.

IMPROVED TOURIST SLEEPERS.

Railroads Are Acceding to Demands of Middle Classes Who Want Better Sleeping-Car Service.

In response to the demands of the times the O. R. & N. and its connections are placing in operation a much better grade of tourist sleepers for Pacific coast service than at any previous time. The largely increased traffic to this section of the country has demanded all the improvements of later-day transportation, and in consideration of this the railroads are establishing a service which is excellent in every particular. Not only are the wishes of first-class passengers served, but those who are traveling to and from the East on second-class tickets are splendidly cared for. There was a time when a tourist sleeper appealed to a limited number of people who were traveling on the cheap, in every meaning of the term. Now, however, there has been a radical change. With the better tourist sleepers in operation the class of passengers has been improved, and one may now travel upon them and enjoy all the privileges of a first-class sleeper at a greatly reduced rate. Daily, on the O. R. & N. east-bound train, is attached one of these latest improved tourist sleepers, a model of beauty and handsome appointments. The new cars are almost an exact counterpart of the first-class sleepers. One noticeable feature of the new tourist cars is the absence of a smoking compartment. The new cars being built by the Pullman Company are not provided with smoking apartments. This new departure has been taken because of the fact that most through trains are provided with composite cars, which provide a smoker for the sleeping-car passengers.

WHERE TO EAT.
Why at "The Eastern" of course, 170 Third St., Portland. You can get a good layout for 15 cents here, which will satisfy your hunger and bring you back again to the same place. Remember the Eastern.

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Buyer.

Will be pleased to give personal attention to all customers. Correspondence solicited.

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See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets, or other information, call on or address:
J. W. CASEY, Trav. Pass. Agt., Portland, Or.
C. E. EDDY, Gen. Agent, Portland, Or.

NEW BUSINESS LOCALS

Do you want a good meal when you visit Portland? If so, go to the Portland restaurant, 305 Washington street.

If you want any Health Food that your grocer does not have, write Knapp Bros. Health Food Co., East Portland, Ore.

Knapp Bros. Health Food Company, East Portland, carry a full line of all the Battle Creek Sanitarium Health Foods.

E. House's Cafe at 128 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.

A good meal with meats rich in flavor and one you will enjoy with a relish is just what you get at the Creamerie restaurant, 271 Washington street, near Third. Try it when you go to Portland.

If you are going up to Portland and miss going to the Creamerie Restaurant, 271 Washington St., you may consider that your trip will not be a success, as others will tell you, who do not miss it.

Holmes' English and Business College at No. 414 Yamhill street, Portland, is prepared to accommodate a large number of pupils this year. Already the classes are well crowded, a fact that indicates the excellent character of the institution.

Mr. N. R. Bridges, late of the Ellis Printing Company of Portland, has assumed the management of the Astorian job printing department, and is prepared to do all kinds of first-class, accurate, up-to-date printing. All work promptly delivered.

Why is Watson's restaurant in Portland patronized by thousands of people daily? Simply because it is the largest, finest and best equipped eating resort on the Pacific coast. Watson's restaurant has sixty-eight white employees on its payroll. Remember the location, 109-11 Fourth street.

A tailoring establishment of some pretensions, located on Washington street, Portland, claims to have made 47 suits for drowsy Astorians during the past six months. This statement is denied by the firm of Povey & Birchall, at 312 Washington street, near the Imperial hotel, who are patronized by the great majority of outside customers. Povey & Birchall make the well suits for most of the stylish Portlanders, and feel that they are not excelled by any Portland firm for out of town patronage.

All kinds of reading! There is only one place we know of in Portland where you can find all the latest books and pamphlets on the most advanced thought of the day, many books on subjects of advanced up to date topics not to be found in other book stores can be obtained here. It is worth your while to call when in Portland and see for yourself. Jones, 291 Alder St., Portland.

THEY CUT TO FIT.
Yes they do and the style and finish they give to men's suits, rank these gentlemen as expert practical merchant tailors. The material they use is also the very best and you will always find them busy at 269 1/2 Yamhill St., Portland. Get your next suit there, and get it now.

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Paid up.....1,000,000 00
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Of the old St. Louis Medical and Surgical Dispensary, 250 1/2 Yamhill street, Portland, Or., positively guarantees to cure.

PRIVATE DISEASES. This doctor guarantees to cure any case of Syphilis, Gonorrhea, Gleet, Stricture, cure, no difference how long standing. Spermatorrhea, Loss of Manhood or Nightly Emissions, cured permanently. The habit of Self-Abuse effectually cured in a short time.

YOUNG MEN. Your errors and follies of youth can be remedied, and this old doctor will give you wholesome advice and cure you—make you perfectly strong and healthy. You will be amazed at the success in curing Spermatorrhea, Seminal Leucorrhea, Nightly Emissions, and other effects.

Patients treated in any part of the country by his home system. Write full particulars, include 10 3c stamp, and he will answer you promptly. Hundreds treated at home who are unable to come to the city.

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Take a clear bottle at bedtime and urinate in the bottle, set aside and look at it in the morning. If it is cloudy or has a cloudy settling in it, you have some kidney or bladder disease, and should be attended to before you get an incurable disease, as hundreds die every year from bright's disease of kidneys.

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